

**Amendments to the Claims:**

The listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

Claims 1-11. (Cancelled)

Claim 12. (New) A control system for a vehicle having an electronically actuable drive train which includes at least one steering system, a brake system and a drive assembly; an operator control device for generating a standardized movement vector in response to a driver request input therein; a second control device, which is coupled to the drive train for generating control signals based on said standardized movement vector received from the operator control device, to actuate the drive train, which processes the control signals in order to implement the driver request; and a drive-train interface via which the operator control device is coupled to the control device in order to transmit the standardized movement vector; said control system further comprising:

a path computer;

an orientation- and position-determining device, which is coupled to the path computer, and which continuously determines actual values for

orientation and position of the vehicle, and transmits the actual values to the path computer;

a destination-inputting device, into which setpoint values for the orientation and position of the vehicle can be input and which is coupled to transmit the setpoint values to the path computer; wherein

the path computer calculates a movement for the vehicle path based on the actual values and the setpoint values, which movement path is composed of a sequence of standardized movement vectors that move the vehicle from its actual orientation and position into the setpoint orientation and position when the movement vectors of the movement path are processed;

the path computer is also coupled to the control device via the drive train interface in order to transmit the movement vectors.

Claim 13. (New) The control system according to Claim 12, wherein the vehicle is a combination vehicle, which includes a towing unit and a trailer.

Claim 14. (New) The control system as claimed in Claim 13, wherein the path computer has a capability to calculate such a movement path in which the vehicle moves backward or which contains at least one movement path section in which the vehicle moves backward.

Claim 15. (New) The control system as claimed in Claim 14, wherein the path computer has a capability to calculate such a movement path which contains i) an end section in which the vehicle reaches the setpoint values for orientation and position by traveling backward, and ii) a section which precedes the end section and in which the vehicle assumes, by traveling forward, an intermediate position that permits the setpoint values to be obtained by the backward travel.

Claim 16. (New) The control system as claimed in Claim 15, wherein the path computer takes into account vehicle ambient conditions in the calculation of the movement path.

Claim 17. (New) The control system as claimed in Claim 16, wherein an input device is provided via which the vehicle ambient conditions can be conveyed to the path computer.

Claim 18. (New) The control system as claimed in Claim 16, wherein a sensor system is provided which senses conditions surrounding the vehicle and conveys said conditions to the path computer.

Claim 19. (New) The control system as claimed in Claim 17, wherein the vehicle ambient conditions comprise at least one of a profile of the road, and a minimum distance from obstacles.

Claim 20. (New) The control system as claimed in Claim 19, wherein the path computer continuously updates the movement path based on current actual values.

Claim 21. (New) The control system as claimed in Claim 20, wherein a transceiver arrangement is provided via which the path computer is connected to the drive train interface.

Claim 22. (New) The control system as claimed in Claim 21, wherein the drive train also comprises at least one of a transmission and a ride level control device.

Claim 23. (New) The control system as claimed in Claim 13, wherein:  
  
the orientation- and position-determining device determines the actual values for the orientation and position of the towing vehicle and of the trailer; and

the setpoint values for the orientation and position of at least one of the towing vehicle and the trailer can be input into the destination-inputting device.

Claim 24. (New) A control system for a vehicle, comprising:

an electronically actuatable vehicle drive train unit for controlling movement of the vehicle;

an operator control device for receiving vehicle driver requests regarding movement of the vehicle, and for generating standardized movement vectors based on said driver requests , said operator control device including at least one of a steering wheel, an accelerator pedal and a brake pedal;

a destination input device into which setpoint values for a desired orientation and position of the vehicle can be input;

means for determining current orientation and position of the vehicle;

a path computer which calculates a movement path for the vehicle, based on said current orientation and position and said desired orientation and position, said movement path comprising a sequence of standardized movement vectors that move the vehicle from its present orientation and position to the desired orientation and position;

a vehicle control unit for generating and sending to said vehicle drive train unit control signals for causing said drive train unit to control a movement of said vehicle, based on standardized movement vectors input thereto; and

a single drive train interface via which both the operator control device and the path computer are coupled to transmit standardized movement vectors to said vehicle control unit.